to prime sheep sold at \$3.5093.75; good to choice lambs at \$6.8097.

Hogs-Reccipts, 24; feeling steady. KANSAS CITY, Dec. 29.-Cattle-Receipts, 8,000, including 300 Southerns. Market steady to 10c higher. Export and dressed beef steers, \$400 170; fair to good, \$3.40@3.95; Western fed steers, 3.35@4; stockers and feeders strong at \$2.50@4; thern steers steady at \$3.40@2.15; Southern cows steady at \$1,5002.50; native cows steady at 11.50@3.90; native heifers, \$2.50@4; bulls strong at \$2.25@3.50; calves, \$2.50@5.50; Hogs Receipts, 7,000. Market 5@10c lower. op. \$4.57%; bulk of sales, \$4.50034.52%; heavy, #4.55@4.67%; packers, \$4.50@4.65; pigs and lights,

Sheep-Receipts, 4,000. Market steady to strong. Native lambs, \$4.75@5.50; Western lambs, \$4.25@ 6.10; fed ewes, \$2.75@3.50; Western fed yearlings, \$3.50@4.30; stockers and feeders, \$2.50@3.60. PITTSBURG, Dec. 29.-Cattle-Receipts light Market stendy. Choice, \$566.15; prime, \$4.700 good, \$4.50@4.70; tldy, \$4.10@4.35; green, \$3.2 fair, \$163.60; common, \$2.5063; heifers, 3.35@3.85; good fresh tows and springers, \$40@ common to fair cows, \$15@35.

Sheep and Lambs-Shipments light. Market steady. Prime wethers, \$404.25; good mixed, \$3.00@2.85; fair mixed, \$3@3.50; culls and common, \$1.50@2.25; choice, \$6.10@6.20; fair to good, 6.50@6; common, \$4@4.50; calves, \$7@7.50; heavy Hogs-Receipts, 15 double decks, Market active. Prime heavy, \$5.10@5.15; medium, \$5.10; heavy Yorkers, \$5.10; light Yorkers, \$5; pigs, \$4.90@5; roughs, \$3@4.40.

ST. LOUIS, Dec. 29.-Cattle-Receipts, 4,000, iniding 1,800 Texans. Market slow and steady. Native shipping and export steers, \$4.25@5.40; dressed beef and butcher steers, \$495.25; steers under 1,000 lbs, \$3.50@4.75; stockers and feeders, \$2.15@3.60; cows and helfers, \$2.25@4; canners, \$2@ 2.30; bulls, \$2.25@3.50; calves, \$2@6.50; Texas and Indian steers, \$2.40@4.05; cows and heifers, \$2.19 Hogs-Receipts, 7,500. Market fairly active, but

lower. Pigs and lights, \$4.35@4.50; packers, \$4.50

butchers and best heavy, \$4.65@4.80. Reccipts, 2,000. Market active and Native muttons, \$3,25@4; lambs, \$4,25@ 5.50; culls and bucks, \$2.75@4; stockers, \$2803. EAST BUFFALO, Dec. 29.—Cattle—Receipts, 16 cars. Market steady and unchanged. Choice heavy shipping steers, \$5@5.25; fair to good, \$4.75 4.35; stockers and feeders, \$3.50@4; top veals, 50@8.75; fair to good, \$8@8.25; heavy fat calves, Sheep and Lambs-Receipts, 9 cars. Market Lambs, choice, \$6.60@6.75; fair to good,

5.75@6.40; cull lambs, \$2.75@4.75; choice wethers, \$4.64.50; export ewes, \$3.45@2.85; fair to good mixed sheep, \$3.75@4; yearlings, \$4.50@5.25. Hogs-Receipts, 60 cars. Market active and lower. Yorkers, good to choice, \$5.05.05; pigs, \$5.10@5.15; heavy and medium weights, \$5.10@5.15; mixed grades, \$5.10@5.15; roughs, \$4.04.25. OMAHA, Dec. 29.-Cattle-Receipts, 3,500. Market steady. Native steers, \$3@5.15; cows and heifers, \$2@3.65; Western steers, \$2.85@3.70; Texas steers, \$2.5003.60; range cows and helfers, \$2.250 3.25; stockers and feeders, \$2.50@3.85. Hogs-Receipts, 11,000. Market 10c lower.

CINCINNATI, Dec. 29.-Hogs active and lower at \$3.50@4.90. Cattle steady at \$264.65. Sheep dull and lower at \$2@3.50. Lambs steady

stronger. Sheep, \$2.25@4.35; lambs, \$4.50@5.75.

Heavy, \$4.50@4.60; plgs. \$3.50@4.25. Sheep-Receipts, 7,000. Market active and

SALES OF REAL ESTATE. Twenty-one Transfers Made a Matter

of Record Yesterday. Instruments filed for record in the recorder's

office of Marion county. Indiana, for the twentyfour hours ending at 5 p. m., Dec. 29, 1893. Treasurer Oakland Ledge, No. 534, I. O. O. F., to Hannah Fred, pt Lot 169, Independent Order of Odd Fellows' John Bush to Nannie J. Link. Lot 2,

John Bush's sub A. C. Harris's (exr.) South add Mount Jackson .. Emma Roth to Walter J. Roth, Lots 59, 60 and 68, Floral Park add ... Treasurer Union Chapel Cemetery Assn to David Vance, Lot 2, Section 5, Block B, old part Union Chapel Cemetery... Anna M Sanders et al. to Charles F. Cline, pt Lot 5, Lippencott's add ... Thursea J. Helbert et al. to Laura E. Henchen, Lot 147, Clark & Osgood's 1st add. West Indianapolis Frank E. Malott to Delila A. Kingham, Lot 3, Robert C. Losey's correct-ed sub Ingram Fletcher's 2d add.....

Edmon P. Ervin et ux. to Albert C. Kimberlin, Lot 17, Margaret Bruce's sub, James A. and Margaret Bruce's Alvadore Negley et ux. to Joseph Livingston et ux., Lot 159, E. Fletcher's 2d add, Brightwood... hn A. Kingham et ux. to Frank E Malott, Lot 3, Robert C. Losey's corrected sub. Ingram Fletcher's 2d add. The State House Building Assn. to Joeph H. Pattison, Lot 102, Simon Yandes's sub, Outlot 129, city of Indi-anapolis; Lot 37, Joseph A. Moore's South add: Lot 32, McKernan & Pierce's sub, Outlot 121, city of In-

dianapolis

W. H. H. Shank et ux. to Sam H. Shank, Lots 22, 23, 24 and 25, Dietz's sub, Hanway & Hanna's Oak Hill add. Also Lot 28, A. L. Roache's North Ray's sub, Outlot 148, city of Indi-Charles Orton et ux. to John M. Tinsley, Tr.; Lot 23, Charles F. Risner's 2d West Indianapolis sub... David S. Gribben et ux. to James Dra-per et ux., Lots 124 and 125, Hosbrook's Prospect-st. add..... Walter B. Perkins et ux. to J. B. Warren, Lots 26, 27, 53 and 54, Malvern

The Mutual Home and Savings Assn.

to George G. Swain et ux., Lot 14, Hamlin's sub, Block 16, Johnson's (heirs) add Austin M. Smith to Belle S. Iglehart et al., undivided 1-3 interest Lot 1 and strip adjoining, and Lot 3 and pt Lot William Smith's (heirs) sub, Square city of Indianapolis. Also pt Lot West's (heirs) add ... John B. Powers et ux. to Delmer T. Powers et ux., Lot 38, Hogshire et al.'s Pleasant Run add.

William Boatright to Charles Mueller-schoen, Lot 117, Charles Martindale's (Tr.) Jackson Park add. Sophia A. Warnke to Henry Kothe, Tr. Lot 457, McCarty's 10th West Side add. 2,200.00 Transfers, 21; total consideration \$51,638.00

Building Permits.

John C. Wright, repairs to brick building. 18 to 24 Georgia street, \$8,500. Theodore Hammel, frame shed, rear of 619. North West street, \$125.

TO REPLACE WAITERS.

Contrivance Designed to Supply sistant treasurer in Chicago. Prompt Service in Restaurants.

We all know the story of the learned prophet who had to go to the mountain because the mountain would not come to him. And we all know equally as well how difficult it is to get the average waiter to come To overcome the disadvantages we suffer under such circumstances someone has con-



THE SELF-WORKING ARRANGEMENT ceived the brilliant idea of having the restaurant patrons walt upon themselves, and in so doing put themselves to no incon- | bound freight rates on Jan. 1 next. The venience at all. This is to be accomplished rate on green apples of \$1 per 100 pounds by means of a traveling railway all around the table, to which chairs are attached. The various dishes are placed at fixed go and \$1.50 to New York on other kinds points of the table, and as the chairs move of deciduous fruits are not to be disturbed. around slowly the occupants help them- The hay rate of 75 cents per 100 pounds to selves to such viands as they desire. Ex- | Chicago and \$1 to New York are to be in-

forth in the patent articles.

Fell Dead in a Store. CHICAGO, Dec. 20 .- Complaining of sudden illness, Ralph Rammerslough, a merchant of Trinidad, Col., entered a store or Fifth avenue this afternoon and asked for | ber, wine and matting, coffee and hops. water. Before anyone in the store had knowledge of his condition Hammerslough fell to the floor, and when he was reached was dead. A sum of money and severa. valuable rings were found on the man.

The Union National Bank solicits your ess; facilities second to none. William J. Richards, president.

VANDERBILTS IN CONTROL

THEY SELECT A PRESIDENT FOR TOLEDO, ST. LOUIS & WESTERN.

Initial Steps to More Changes, Which May Include the Chicago & Alton and Other Connections.

T. P. Shonts, president of the Indiana, Illinois & Iowa Railroad prior to its absorption by the Lake Shore, has been elected president and general manager of the Toledo, St. Louis & Western in place of Benjamin Norton, resigned. The control of the road is vested in a voting trust, of which Gen. Thomas H. Hubbard and Edwin Hawley, of New York, are the principal members. Mr. Shonts, the newly elected president, also holds a large block of the company's stock. Mr. Shonts has resided in Jan. 1 and be succeeded by H. R. Smith, Chicago for many years. He will assume the duties of his new position on Jan. 15. The Chicago Daily News yesterday pubcommittee to receive deposits of Chicago & Alton stocks and the selection of T. P. Shonts for the presidency of the Clover consolidation of five Western railwals. A big system is in process of organization. The trunk line will consist of the Kansas City Southern, the Chicago & Alton, the Iowa Central, the Clover Leaf and the Minneapolis & St. Louis. E. H. Harriman, John W. Gates and Edward Hawley are the influential forces in the scheme. Messrs. Gates and Hawley, by the purchase of General Hubbard's holdings, have come into control of the Clover Leaf. They also are prominent in the Kansas City Southern, and they have a large interest in the Alton, the Iowa Central and the Minneapolis & St. Louis, which are virtually in the control

of Harriman "Messrs. Harriman, Gates and Hawley, as well as John J. Mitchell, have deposited their Alton holdings with Kuhn, Loeb & Co., the banking house which will receive all of these securities, as the preliminary to further negotiations. It is understood that General Hubbard's Clover Leaf shares were sold at 50 and 30 for the preferred and common, respectively. The general stipulated that outside holders who wished to sell should receive the same price from Hawley and Gates."

Demurrage Charges.

If the Interstate-commerce Commission takes cognizance of a complaint filed yester- York. day by the Fred H. Clark Company, of Cleveland, O., against the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company, all the questions involved in the maintenance of demurrage rates will be subjected for the first time to general in-200.00 vestigation through the application of interstate-commerce regulations. The comcar service charges on its own cars, which were delayed in unloading on tracks controlled by the consignee of the contents of the cars. Similar protests have been made to the courts a number of times and the aspect is given to the complaints, howmade to the Interstate-commerce Commission and the case promises to attract wide attention among shippers and railroad officials. The Fred H. Clark Company sets forth that on July 25, 1903, it shipped a carload of oil to the Hoover & Allison Company, Xenia, O., and that on Aug. 1, 1903, it shipped another carload to the same point. In both instances private cars were used and they were placed for unloading on a private track, yet on the first the consignee was compelled to pay \$9 and on the second \$11 demurrage charges for delay in unloading the cars. The consignee deducted the charges from the shipper's account. The complaint asks the Interstatecommerce Commission for an order compelling the railroad company to refund the amount paid and also for a ruling concernact demurrage charges on private cars un-

loaded on private tracks. Loree President of Rock Island. L. F. Loree, late president of the Baltimore & Ohio, was yesterday elected president of the Rock Island Company of New Jersey, the holding company controlling the various railroads in the Rock Island system. The election took place at a special meeting of the directors at which President W. B! Leeds presented his resignation and was chosen chairman of the board of directors, a position hitherto unfilled. Mr. Leeds was also continued as head of the operating company, being re-elected president by the board of directors of the Chicago, Rock Island & Pacific Railway Company earlier in the day. All the other old officers of the Chicago, Rock Island & Pacific were re-elected except third vice president, in which position B. L. Winchell succeeds J. M. Johnson, the complete list being as follows: W. B. Leeds, president; second vice president; B. Vinchell, third vice president; John Crosby, secretary and treasurer.

D. G. Reed, chairman board; Charles H. Warren, first vice president; Robert Thomas Schuller, frame cottage, 2224 Ashland Stevens, fourth vice president; George H. The following appointments were made by the board: George M. Boggs, assistant secretary and assistant treasurer in New York city; C. F. Jilson, assistant secretary and assistant treasurer in Chicago, and

Murray Succeeds Loree.

Oscar G. Murray, first vice president of the Baltimore & Ohio Railroad Company, was yesterday elected president of the company, succeeding L. F. Loree, who resigned to accept the presidency of the ing of the Baltimore & Ohio directors in New York, at which Mr. Loree's resignation was accepted and Mr. Murray elected president, the selection of a successor to Mr. Murray as first vice president was de-

ferred to a later date. Mr. Murray, the new president, has been prominently identified with the Baltimore & Ohio for several years, and is a man of long experience in railroad work. He took a leading part in building up the Chesapeake & Ohio terminals at Newport News, Va., and in the management of the operating and traffic departments of the Baltimore & Ohio during the receivership into which that road fell.

No Changes on Seaboard Air-Line. John Skelton Williams, president of the Seaboard Air-line Railway, was asked yesfered or will be. The annual meeting for directors within the next thirty days. No changes are expected to take place before that meeting. The members of the board are working together in entire harmony and if any changes should be made they will be such as will meet the views of the whole board and will be satisfactory to all concerned. The reports that there have been any hitches in the negotiations recently consummated with the Ryan-Coolidge interests are unfounded and the matters are

moving along smoothly and satisfactorily."

California Lines to Advance Rates. The Southern Pacific and its connections, also the Santa Fe, are to advance eastis to be advanced. The \$1.25 rate to Chicameal will have on the digestion is not set | the \$1 rate on cattle horns, \$1.30 rate on nuts and the 75-cent rate on dried and pickled goes to one of the granger systems, which water for all purposes; in the other you fish. There is also to be an advance in at present is the greatest of them all, have river or creek water, that is never the rates on green and tanned hides, honey, sea shells, whalebone, wool in grease and scoured wool. It is still undecided whether there will be an increase in the rates on all the aggregation, and which is closely how they lived without it. quick silver, canned and dried fruits, lum- | held though not one of its tracks goes with-

Capitalized at \$250,000,000.

The Pan-American Rallway Company, with headquarters at Guthrie, O. T., and from Port Nelson, on the Hudson bay, in British America, to the Argentine Republic, was chartered yesterday. From Port Nel- rectly or indirectly controlled lines.

son the road runs via Winnipeg, in Mani-toba, through the States of North and South son the road runs via Winnipeg, in Manitoba, through the States of North and South Dakota, Nebraska, Kansas, Oklahoma, Indian Territory and Texas; thence through Mexico, Central America, the republic of Panama, Colombia, Ecuador and Peru, into the Argentine Republic. A branch line is provided, running from Peru through Chile to Valparaiso. The total length is 10,000 miles. The incorporators, as named in the charter, are W. B. and G. R. Davis, C. D. Farmer, H. C. Iles and Edward Hillman, of Arlington, O. T.

Personal, Local and General Notes. The action of the Baltimore & Ohio in

creating a third grand division is regarded as a forerunner of other changes of equal importance in the operating department. The Northern Pacific has introduced a novel feature on its North Coast limited, by which the passengers can have their cloth-

ing pressed while they sleep. On Jan. 1 E. O. Brown, chief clerk to the New Haven & Hartford, will take the position of commercial agent in New York. M. E. Ingalls, president of the Big Four, will sail for England on Jan. 16. He will son Fay, and expects to be absent three

of the Louisville & Atlantic, will retire on chief clerk to the general manager of the

Frank Brainerd, yardmaster of the Wabash at Peru, will be a candidate for mayor lished the following: "The formation of a of Peru. Mr. Odum, the present mayor, was a Wabash employe before entering on his duties as mayor. L. D. Wright is the oldest active member

of the Y. M. C. A. at Fort Wayne. He Leaf are merely the initial steps toward the has been employed in the Wabash shops at Fort Wayne for thirty-eight years and is now seventy-eight years of age. W. D. Bishop, sr., chairman of the board of directors of the New York, New Haven & Hartford Railroad, is critically ill of

> It is stated that President Stickney and his associates, of the Chicago Great Western, have not abandoned the idea of buildupon the fate of which hangs the Sioux City extension.

> Perry Griffin, district passenger agent of the Chicago, Rock Island & Pacific at Philadelphia, will act in a similar capacity for the St. Louis & San Francisco. Mr Griffin represented the Rock Island at Indianapolis for many years. M. Green, son of W. M. Green, vice presi-

dent and general manager of the Baltimore & Ohio Southwestern, who has been in his father's offices for some months, has accepted a position with the Lubrig Coal Company as secretary and treasurer. He began as telegraph operator and freight | city.

and ticket agent with the Rome, Water-

town & Ogdensburg at a station in New

The Louisville & Nashville will reduce its tickets giving passengers the privilege of going by one route and returning by an-

James F. Higgins, general freight agent of the Baltimore & Ohio, on Tuesday completed his twenty-sixth consecutive year in company's service, twenty-four of pany has protested against the payment of which he has occupied his present position, will be generally accepted. and he has lost but thirty days during the period. Train service was begun yesterday on

the Arkansas Valley & Western Railroad, extending from Enid, O. T., to Tolsa, I. T., railroads have been upheld. A different | 120 miles. The new road is operated under the management of the St. Louis & San ever, in the presentation which has been | Francisco, and will eventually be extended | to Alva, O. T. At a meeting of the reorganization committee of the Denver & Southwestern Rail-

way Company yesterday the time for depositing bonds was extended to Jan. 12, 1904. After the above date no bonds will be received except upon the payment of a penalty of \$10 per bond. As announced a few days ago, S. E. Cotter, superintendent of the Eastern division of the Wabash, will take the middle division and it is understood that E. A. Robbins, of the Buffalo division, will succeed

Mr. Cotter on the Eastern division. Mr. Robbins was formerly with the Vandalia. President Mellen, of the New Haven road, has transferred the advertising department to the office of the general passenger agent, ing the right of railroad companies to ex- and Maj. Isaac Bromley, who was in charge, act demurrage charges on private cars un- will hereafter have the title of press agent and devote himself exclusively to the newspaper interests of the company. While the Big Four proper seldom handles

fewer loaded cars than at the present time, the Peoria & Eastern, owned and operated by the Big Four, is doing the best business its history, and its new engines, five of which were received in the last thirty days, are coming in fine play. The road is now handling from 760 to 800 loaded cars per day, which is a heavy business for its mileage. As a bid for the Duquense way franchise, the Pittsburg, Chicago & Western, the local end of the Wabash system, offers the use of its main line to other railroads that may on the condition that the city will give the Pittsburg, Carnegie & Western the right to use the elevated line along Duquense way, built by the Pennsylvania, which is also

applying for a similar franchise. An electrical engineer is in conference at Chicago with prominent railroad men convented by wireless telegraphy. Briefly described the device consists of an instrument which is placed on the top of the locomotive cab, which instantly notifies the engineer as soon as another locomitive or train approaches on the same track within a mile. A railroad official, in speaking of the rehad been understood for some time in railroad circles that Mr. Leeds's position as president of the company was not perma-H. E. Yarnell, assistant secretary and ashe has been in actual touch with railroad operations, and his success as a tinplate maker and his position as one of the actual ecutive connection with the company mor

or less nominal. The Wabash is pushing the construction Rock Island Company. At the speial meet- tracks have been laid, branching off from the main line of the road at Union avenue, partment will be opened and passengers | point that is desired. will proceed to the platform and thence to their trains. From this it will be seen

a sign over the entrance. The following was given out at the general offices of the Clover Leaf Railroad at Toledo last evening: "William A. Reed, chairman of the board of the Toledo, St. Louis & Western Railroad, authorizes the statement that there is no truth in the story printed in the Chicago papers to the effect that, owing to irregularities in the management, the resignation of Benjamin terday regarding the reported impending Norton, president, had been accepted. Mr. changes in the official staff of the system, Norton presented some time ago his resigand said: "No resignations have been of- nation to the board, asking to be relieved at their convenience, but no successor has yet been appointed. His management of the election of officers of the Seaboard Air- the property has been highly satisfactory, line Railway will be held by the board of as the results show. The board has the fullest confidence in Mr. Norton's integrity and ability."

O. P. McCarty, general passenger agent of the Baltimore & Ohio Southwestern, has pressure of five pounds will carry water to entirely as a forage plant the result would Issued a circular, in which he says: "During the year 1903 the United States has sure may be increased as much forged steadily forward in material devel- may be desired by more pumping. With general and unprecedented financial and ahead so that it is best always to buy a pace with the times, and improved its roadthe demand of its increased traffic, both the lawn and flower beds could be sprinkled he world's fair business has placed additional large orders for the latest type of less than \$100. Ours cost about one-half

but will not at present remove his family | ment, or say 33 a year. A like supply of there. He said: "I regret to leave Balti- water obtained from town or city waterrunning from the Rocky mountains to pure and usually being hard, is unfit for Territories, one of the most prosperous of dulged in the users will ever after wonder proper time, but care should be taken that in 800 miles of Wall street, which is now the headquarters of the company. An Eastern paper says if the merger is upheld it is believed that this whole system will soon fall into the hands of one of the great Eastern lines, and there are those who with \$250,000,000 capital stock, to build a line will thus enable the latter to fight Mr.

HIGH FOR FACTORIES

Been Forced to Lay Off 4,000 Employes.

SUSPENSION

PHILADELPHIA, Dec. 29,-As a result general freight agent of the New York, definitely. This enforced idleness will con- tion. It is said the accident was caused by tinue until cotton quotations tumble. Sevbe accompanied by Mrs. Ingails and his mills and machinery are being repaired. A majority of the textile workers who Charles M. Browning, the traffic manager are known as narrow loom operators. They and conveyed west-bound passengers to are said to represent about 40 per cent. of | Youngstown. the narrow loom operators in this city.

FIREMEN MUST QUIT CHICAGO LABOR UNIONS

working force.

the high price of cotton and many of them

CHICAGO, Dec. 29 .- Chief Musham, of the Chicago fire department, will compel heart trouble at his home in Bridgeport, union labor employes of the fire department to withdraw from unions or retire from the city's service. The fire chief will commence war against the organizations ing an extension from Omaha to Denver, next week. Sufficient time will be given in compliance with the rules of the organi- | years of age. zation, but if any employe has not withdrawn by Jan. 15 charges will be preferred against him for violation of orders.

Reduced \$2 a Week.

CHICAGO, Dec. 29 .- The Chicago Typothetae to-day issued an ultimatum to the Franklin Pressmen's Union that hereafter instead of \$15. The places, if any, who will was caused by a broken rail. not accept this reduction, would be declared C. G. Waldo, general manager of the cin- vacant. This is the climax of the strike cinnati, Hamilton & Dayton, will this week of Franklin press feeders, which has decomplete thirty years of railroad service. veloped into such a bitter fight in this

Affects 10,000 Men.

M'KEESPORT, Pa., Dec. 29.-Notices of one-fare tourist rate to Florida if the a wage reduction were to-day posted at the Queen & Crescent does not withdraw its | local plants of the United States Steel Corporation. The cut includes every employe, and will graduate down from heads of de partments to laborers, the latter receiving but a slight reduction. Work on additions to the present plant and the new \$10,000,000 works will be pushed. Ten thousand men are affected by the wage reduction, which

New Editor for Firemen's Magazine.

PEORIA, III., Dec. 29.-John F. Mc Namee, of Columbus, O., chairman of the grand executive board of the Brotherhood of Locomotive Firemen, was to-day elected editor of the Firemen's Magazine. The new | Wallace probably fatally injured and three editor was formerly a member of the Ohio State Legislature, and is prominent in the organization.

FARM AND GARDEN @ INTERESTS

The Farm Water Supply. W. W. Stevens, in Ohfo Farmer.

One of the greatest conveniences on the farm is a bountiful and convenient supply of water for use in house and barn. We ers neglect making provisions for this supply when it is possible for it to be done easily and cheaply, no matter what the natural surroundings may be.

of course, is to provide the water. On a small per cent. of farms this provision is made by flowing springs. In some sections wish to enter Pittsburg. This offer is based of the country wells may be driven easily and cheaply. At an expense of about \$1.25 per foot drilled wells may be had in almost any place if they are sunk deep enough. Then, as a last resort, we have the cis-

tern to fall back on, which we consider cerning an invention by which it is claimed | preferable to all other water supplies that head-on and rear-end collisions can be pre- | can be provided for all uses. With a large water for all purposes may be provided, and, by the way, it is the only water that tirement of William B. Leeds from the or bath. When properly cared for the cispresidency of the Rock Island, said that it | tern furnishes purer water than can be had from any other source, unless it is that which comes from very deep wells, and nent. It has been a number of years since | then it is likely to contain mineral elements that make it objectionable.

owners of the Rock Island has made his ex- may be obtained, some means must be pro- well as they had the tops. The sheep were vided to put it into the barn and house. The windmill is probably the cheapest engine of its terminal station at St. Louis in that can be procured for this purpose. As to an additional ration of half a pound per and packing. 'Phones 725. front of the main entrance of the fair tanks, after testing nearly all kinds, we pre- head per day of corn chop. Both the beets grounds at an outlay of \$50,000. Eleven fer the air-tight iron ones, placed in the and corn chop were given in two equal cellar or sunk anywhere in the ground. The leading from there to the main entrance | same power that will raise water to an eleof the fair. The arrangement will be a vated tank will force it into the air-tight | marketed in Denver, where they brought very convenient one. When a train is an- tank below the ground, and the air pressure nounced the gate of that particular com- in this tank will force the water to any Omaha, where they brought \$5.15 per hun-

sirable about the house. Tanks placed in that Mr. Bushnell made big money on a that crowding will be avoided and pas- the attic are always unsatisfactory. We lot of old worn-out ewes. sengers will not be allowed admission to never know when they may spring a leak any compartment unless the train for which | and ruln the plastering and injure the they hold tickets has been announced in house, and, besides, in winter time they are liable to freeze and burst, making it necessary quite frequently to shut off the water | tops and a longer one on beets. supply for twelve or fifteen weeks during

> the severe winter weather. If you want waterworks for the house that are in every way satisfactory, get a tank made of boiler iron that will hold ten or an excellent feed for dairy cows. twelve barrels; place this in the cellar. Connect it by some sort of force pump with the cistern. Then from the tank let pipes lead off to every room in the house if you like, Provide cut-offs on all pipes in the cellar so that the water may not run into unused rooms in winter, and thus save pipes from bursting. If you haven't any sort of power | for late pasturage in the fall, when other to do your pumping you can use man power. Ten minutes' time each day will do the pumping necessary to keep up the ordinary | early in the spring and enables stock to water supply for the house.

Forcing water into the air-tight tank gives all the pressure that is needed. A the second story of the house. The pres- not be altogether in its favor, as there are opment at home and abroad, and this period a good sized tank pumping may be done has been marked by a continuance of a at odd times, and for use several days commercial growth of our people. The large tank. A good strong force pump is Baltimore & Ohio Southwestern has kept necessary. This pump should be so ar- with grain and hay and cares very little ranged that, when it is not used to force ped, motive power and equipment to meet | water into the tank, by attaching a hose passenger and freight, and in anticipating or water elevated for any other purpose. The cost of the complete outfit will be locomotives, coaches, parlor cars, dining this amount, as we luckily got a twelvecars and Pullman sleepers to meet all possi- barrel tank, made of one-half-inch boiler the green food. Unless the farmer has Everybody's Magazine. iron, for \$25. The pump cost \$15 and neces-President Loree, has decided to make his | sary piping about \$10. Thus we have headquarters as president of the Chicago, most satisfactory system of waterworks dry provender provided for them, and if Chicago, traversing thirteen States and laundry or bath use. This luxury once in-

Sugar Beets for Stock.

Fort collins Letter in Denver Times. The sugar beet, which has been introthink it will be the Pennsylvania, which for the manufacture of sugar, promises to fed exclusively. When other grasses come serve other useful purposes than that of

Among these is stock feeding; and this the place of wheat and oats as a grain Industry, which he cashed in Paris,

REWARD OF \$500 FOR ARREST OF A WRECKER

Philadelphia Manufacturers Have Railway Officials Anxious to Capture Person Who Opened and Spiked Switch.

> MILLS TRAIN DERAILED

NEW CASTLE, Pa., Dec. 29.-The Pittsof the high price of cotton, 4,000 men, burg & Lake Erie west-bound midnight women and children employed in textile passenger train leaving Pittsburg at 11:30 mills in this city have been laid off in- o'clock was derailed at New Castle junceral thousand other textile mill employes | consisted of five day coaches and two Pullhave been idle since Christmas while the | mans and nearly all left the tracks but no been driven into a switch at the south end have been suspended indefinitely are what of the yard. Another train was made up

General Superintendent J. B. Young to-The manufacturers in the Frankfort and day offered a reward of \$500 for the arrest Kensington mill districts, who use cotton of the criminal who opened and spiked the and cotton yarns exclusively, are the ones | switch. It was found that the heavy padwho have been affected most seriously by lock had been wrenched loose and was battered and twisted. The tracks of the mishave found it impossible to continue a full | creant who opened the switch were clearly seen in the snow, and were visible some distance up the hill. The automatic signal lights showed white after the accident, indicating a clear track.

Fireman Johnson Killed.

Special to the Indianapolis Journal. BELLEFONTAINE, O., Dec. 29.-Bert Johnson, a Big Four fireman, making his first trip, stuck his head out of the cab at Dawson, and was struck by the bridge and knocked into the canal below. Engineer Densmore did not notice his absence until a half mile had been covered. Deceased the firemen to withdraw from the unions left a young wife. He was twenty-five street, fifty-eight years, arterio-sclerosis.

Two Killed, One Injured.

GALESBURG, Ill., Dec. 29.-By the derailing of an engine and fifteen freight cars on the Chicago, Burlington & Quincy Railroad, near Denrock, Hl., to-day, Fireman W. C. Badger and Brakeman W. J. Long, of this city, were killed and Engineer E. B. the scale of wages would be \$13 per week | Nealy, of this city, was injured. The wreck

Twenty-First Victim.

GRAND RAPIDS, Mich., Dec. 29.-Gerritt Motman died to-day at the Unit d Benevolent Association Hospital from injuries received in the Pere Marquette wreck, near East Paris, Saturday night. Motman is the twenty-first victim. He leaves a widow and five children, who live in Grand Rapids.

Brakeman to Be Prosecuted.

FORT SCOTT, Kan., Dec. 29.-W. P. FLORISTS-Bartley, the brakeman who failed to flag the Meteor train on the 'Frisco Railroad, SALE AND LIVERY STABLESthat was wrecked last Monday, with loss of twelve lives, will be prosecuted for manslaughter. A warrant for his arrest has been issued.

Locomotive Boiler Kills and Maims. PORT JARVIS, N. Y., Dec. 29.-Frank Loven, a fireman, was killed, Engineer Ira other railroad men badly hurt by the explosion of a locomotive on a west-bound Erie train near Hankins to-day.

means more than the mere utilization of the by-products of the sugar factory; it means that both the beet top and the root, as taken from the beet fields, will be used as material for fattening beef, mutton and Practical tests of the beet and beet top have been made in Poudre valley, and the

results have been highly flattering. The most interesting test was that made by Mr. E. H. Bushnell, a farmer living near Mr. Bushnell has been for quite a number

of years a feeder of lambs according to the approved method extant in Larimer county, i. e., the feeding of lambs in transit on rations consisting of alfalfa, hay and corn, shipped in from Kansas and Nebraska. Some years ago Mr. Bushnell had not found this business profitable, and last year, both lambs and corn being highpriced, he decided to try something else. He decided to feed sheep, hogs and milch cows. And he further decided to feed these, excepting possibly the cows, neither corn nor alfalfa hay; on the contrary he de-The first step necessary in every instance, | cided to try sugar beets, both he and two or three near neighbors having raised small patches of this vegetable. He bought in Colorado and Wyoming

1,500 head of old ewes, which he got very cheap, the animals having outlived their usefulness on the range. Some of these he got as cheap as 50 cents a head, while the balance cost him 2 cents per pound at the shipping points in Wyoming. Then he bought forty head of hogs, and having a number of milch cows on hand he started in on his beet-feeding experiment. In order to fully carry out the experiment he bought his neighbors' beet patches and as soon as his sheep arrived from the cistern at house and barn an abundance of ranges he commenced herding them in the beet fields in order to utilize the beet tops, which lay scattered over the ground just as the toppers had left them. He did not peris fit to be used to supply the house. Hard | mit the animals to gorge themselves upon water is an abomination in kitchen, laundry | the tops, but gave them a spell of about an hour and a half in the morning and two hours in the afternoon.

The sheep took to their new diet with great avidity, and refused any other fodder so long as the beet tops lasted. The sheep were thus fed for a whole month, receiving no other kind of fodder whatever. Then they were put into the lamb-feeding pens From whatever source the water supply beets, which they appeared to relish just as placed upon an exclusive ration of sliced given an average of two pounds of beets STORAGE - The Union Transfer and Storage per head per day. For a month at the latter part of the feeding season they were given | tracks; only first-class storage solicited. Crating daily rations.

The sheep showed remarkable improvement right along. A part of them were \$4.50 per hundred weight and the balance in dred weight. The weights ranged from 100 This sort of an arrangement is most de- to 110 pounds per head. So it is easily seen' This year he is feeding 1,200 head of the same class of sheep upon similar rations.

The only change he makes in the programme is to feed for a shorter period on Next year he will plant twenty-five acres of sugar beets for the exclusive use of stock He also ascertained that sugar beets were

Rye for Early Pasture.

Rye is not only valuable for its grain and

Philadelphia Record.

green food is scarce, while it also grows secure green food before any other crop makes a start. If rye should be estimated other and more desirable materials for that purpose, but its place cannot easily be filled in some respects. Late in the fall the farmer usually has his barn well stored a proportion of green food there is greater | early spring. thrift and milch cows give a larger quanensilage his stock must subsist on the cured ground be made rich the grazing on the rye will do it no harm, as it will grow up again and provide a crop of grain at the the rye be not trampled too much. As soon as the snow is off the ground in the spring the rye furnishes early green food, which is always an acceptable treat to stock that have been fed on dry food during the long winter, and in this respect the rye crop is one of the best. It shortduced so largely into northern Colorado ens the time on which grain and hay are in then the rye may be permitted to ma-

VITAL STATISTICS-DEC. 29.

Births.

George and Esther Meikel, 307 West Vermont street, girl. W. T. and Bertha Thompson, 718 Harrison street, girl. Lee and Annie Sanders, 628 Prospect street, Frank and Grace Petty, 2534 Arsenal avenue, George B. and Grace Warner, 911 East Twentieth street, girl.

Archie and Emma Bogue, Indianapolis, girl. A. and Mittie Brickhaus, 1521 Lexington av-John and Mamie Rayburn, 1556 Saulcy street, John and Mary Sweeny, 127 Blake street, girl Frank and Margaret McCarthy, 1218 East Ver-George and Rose Howe, 554 North Sheffield Theodore and Stella Loswell, 510 Drover street, Wallace and Stella Hulse, 542 Belmont street,

Marriage Licenses.

Franklin Tracy and Mary Belle Ford. Harley M. Walker and Florence B. Greely. Carl Mock and Ethel Kitterman. Charles E. Bronnback and Catherine C. Merl. George W. Bell and Nora Bell Easley. Thomas Shannon and Ida Mansfield. George Stearns and Alpha Engles. Isaac Stocker and Princess Shears.

James B. Young and M. Gertrude McConnell. Deaths.

Myrtle P. Edwards, 1238 Williams street, sevnteen years, acute miliary tuberculosis. Calloway, 13 South Liberty street, thirtyight years, pulmonary tuberculosis. Ellen Cory, 1037 St. Paul street, forty-nine years, pulmonary tuberculosis. Benjamin F. Reger, 3420 North Illinois street, seventy-five years, dysentery.

John Vonderhede, 335 West Twenty-ninth street, thirty-four years, exhaustion. Mary J. Mangold. 1339 Prospect street, seventy-four years, uremic poisoning. Frank Burgoyne, 409 Madison avenue, fortyne years, heart failure. George J. Langsdale, Blacherne Flats, sixtysix years, acute gastritis. Vera Loretta Realey, Perry township, heart Nathaniel J. Wilson, 53 Virginia avenue, seventy-three years, heart failure. Glen Diggs, 1035 West Walnut street, five Dr. Horatio D. Holmes, 331 North Delaware

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington, Tel. 2525. Branch works E. entrance Crown Hill, MONUMENTS-M. H. FARRELL, 241 West Washington st. New 'Phone 2418.

FUNERAL DIRECTORS.

FUNERAL DIRECTOR-C. E. KREGELO, 221-223 N. Delaware st. Both 'Phones 250. FLANNER & BUCHANAN-320 N. III. St. Both Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt- | Toledo, Detroit and Chicago lim *12.20

TUTEWILER & SON. Undertakers, 129 W. Market st. Tel. 218. JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 963. Old, Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS. New No. 241 Mass. av., 228 N. Del. st. Tel. 840 HORACE WOOD. (Carriages, Traps, Buck-boards, etc.) 25 Circle. Tel. 1007. boards, etc.) THE PEERLESS FOUNDRY, 710-18 E. Maryland, manufactures stove repairs and do repair-

WANTED-MALE HELP.

WANTED-Man fair education to distribute samples and establish trade; manufacturer; salary and expenses; permanent for right party; references. Address PRESIDENT M'BRADY, 701 Star building, Chicago WANTED-Boys to work up Sunday Journal routes. Two cents' profit on every paper sold. Regular customers are easily obtained since the two-colored supplements have been added. One four-page comic and one four-page home supplement-twice as many pages in color as any other

Indianapolis paper furnishes. 36 to 40 pages Papers can be bought at the office or from any of the following substations: Bassett, 904 Massachusetts av. Hoshour, 23d and College av. Scott, 16th and Illinois sts.

Coval, 1612 E. Washington. Vall, 1644 Virginia av. Neff, 1339 Shelby. Neer, 940 S. Meridian. Walcott, New York and Bright. K. Stewart, 2233 E. 10th Money will be refunded for unsold papers re-

WANTED-AGENTS.

turned

cash returns. Call 826 Stevenson. WANTED-SITUATION. WANTED - Position as stenographer. VIR-GINIA M'GEE, 212 S. New Jersey st.

WANTED-Agents wanted, either sex, no pre-

vious experience necessary, to sell a useful

WANTED-Position as demonstrator in any com mercial line. NADINE HAUMESSER, 212 S. New Jersey.

FOR SALE-MISCELLANEOUS. FOR SALE-Or rent: Invalid and reclining chairs. W. D. ALLISON CO., 905 N. Alabama, FOR SALE-A fine locaton for a physician; no better: investigate and see for particulars. Address DR. C., care of Indianapolis Journal.

A CARD LIKE THIS Every Sunday for one year costs but \$1.95 per month. The Journal want page is profitable to

the advertiser and reader.

STORAGE. STORAGE-PACKING, HAULING. HOGAN TRANSFER AND STORAGE CO.

MAIN 'PHONES 675. EXTRA 'PHONES 670.

W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL.

STORAGE-INDPLS. WAREHOUSE CO.,

Company, corner East Ohio st. and Union

NOTICE. NOTICE-JOSEPH GARDNER, tinwork and furnaces. 39 Kentucky av. Telephone 322. NOTICE-Up-to-date FURNACES guaranteed to Tin and galvanized iron works. ROL-LYN HAWKINS, 114-126 Virginia ave., the man who never sits on the fence.

Telephone 238 and your ad. will be called FOR RENT-OFFICES AND STORES. FOR RENT-Elegant steam-heated office rooms;

elevator service, electric lights; Landgraf Bldg., 121 and 123 N. Pennsylvania st. Inquire NOR-BERT LANDGRAF, 123 N. Pennsylvania st. FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. FINANCIAL-& CO., 127 East Market street.

CLEARING HOUSE ASSOCIATION Office of the Indianapolis Clearing House Ass'n The associated banks of Indianapolis will be closed on Friday, Jan. 1, 1904 (New Year's day.) Paper maturing on that day or on Jan. 2 or 3 should be attended to on Thursday, Dec. 31, 1963, GEORGE C. CALVERT, Manager.

crop, except on light sandy soils, but as a combined crop, affording grain, straw and convenient grazing, it has an important place that no other crop can fill. It will pay any farmer who keeps stock to sow a about rye as a special food, but it is well piece of land to rye every year, not so much as a matter of profit, but as a means of providing green food in the fall and

Psychological Milk.

A curious fact in the psychology of cows Rock Island & Pacific in New York city, that costs us the interest on the invest- he has a field of rye in the spring he can of the Technical College at Chelmsford, either pasture the cows upon it or cut it | England. Cow-study has taught these exactly what effect this sort of traveling creased, also the machinery rate of \$1.25, more, having met so many good citizens works would cost \$10 or \$12 per year. In for them, if it be of sufficient height, ac- perts that the cow is full of nervous sensiand enjoyed their friendship." Mr. Loree one case you have a supply of pure, soft | cording to the proportion required. If the | bility and given to likes and dislikes. To a sympathetic milker, who is in harmony with her, she will yield much more milk than to a brutal, stolid or unsympathetic milker. For instance, one Chelmsford milky mother of on the half-hour mark until 6:30 p. m. herds gave her favorite milker nineteen 7:30 p. m. car runs only to Mooresville, the 8 pounds of milk, while to a less agreeable or intelligent hand she afforded only fifteen. Our farmers do not give time enough to cow psychology. The more psychology the more

American Accused of Forgery.

BERLIN, Dec. 29.-Mark Palzer, an American, has been arrested at Vienna, acture and a crop of grain and straw harcused of forging a letter of credit for \$19,000 vested. Rye can never be made to usurp on the Darmstadt Bank of Commerce and RAILROAD TIME CARD.

P. M. time is in BLACK figures. Trains marked thus: *-Daily: S-Sleeper; P-Parlor Car; C-Chair Car; D-Dining Car: t-Except Sunday; 7-Sunday only. 1Daily except Monday.

Ft. Wayno.

BIG FOUR ROUTE. Lity Ticket Office, No. 1 East Washington St. Depart Arriva CLEVELAND LINE. Seveland, New York and Boston ex, s. *8.00 *11.45 Fort Waves express..... nion City and Cleveland accom ... New York and Boston limited, d a 2.35 *8.10

BENTON HARBOR LINE Benton Harbor express 7.00 Benton Harbor express, p Elkhart accommodation ST. LOUIS LINE. "The World's Fair Route" t. Louis express, s..... Exposition Flyer" *12.05 CHICAGO LINE .*4.80 +7.45

Kankakes secommodation afayette accommodation 5.15 Chicago White City special, d p...... 3.30 Chiengo night express. 4. Cincinnati express, s..... incinnati express, s..... incinnati express, s ... incipanti accommodation ... Cincinnati, Washington flex, sd....*6.20 *11.49 N. Vernon and Louisville ex. s......*3,45 *11.50 N. Vernon and Louisville ex. s reoria and Bloomington, ex s

Lynn accommodation..... CIN., HAM. & DAYTON RY. City Ticket Office, 8 & 10 N. III. St. Claypool Hotel. Cincinnati express, s c ... 4.00 Cincinnati fast mail, s 8.05 Tuscola Accommodation

..+3.35 Toledo, Chicago and Michigan ex +7.15

Muncle, Lafay'te and Mich C'y spec. †7.20 †10.25 Indianapolis Union Station.

Trains Run by Central Time. TICKET OFFICES at Station and at corner Illinois and Washington Streets. Daily, Daily, except Sunday. Sundays only. LEAVE ARRIVE FROM INDIANAPOLIS TO .*8.80 *11.59 .*8.80 *11.59 clumbus, Ind. and Louisville .. iqua and Columbus, O ... Vincennes Express. Columbus, Ind. & Madison..... North Vernon and Madison... Dayton and Xenia. ttsburg and East, Phil., New York. .. *8.10 *12.10 Logansport and Chicago......*11.35 *3.40 Richmond, Piqua and Columbus, O. +1.40 \$12.40 Philadelphia and New York Baltimore and Washington. Dayton and Springfield.

VANDALIA LINE. *2.50

Local trains for Anderson, Muncie and Intermediate points leave Indianapolis at 4:15 a. m. and each hour thereafter until 9:15 and 11:39 p. m. These trains make direct connection at Anderson with trains for Alexandria and El-Limited trains for Anderson and Muncie leave ndianapolis at 8 and 11 a. m. and 2 and 5 household article; goods sell themselves; quick o. m., arriving in Anderson in I hour and 25 ninutes and in Muncle in 2 hours. The 8 a. m. and 2 p. m. trains make direct connection at Anderson with limited trains for Elwood.

> Local trains will leave Indianapolis at 5:50 a. m. and every two hours thereafter until 7:30 and 11 p. m. Trains leaving Indianapolis at -Express Department -Consignments received until 12 o'clock noon, r delivery the same day to all points between

ivery to all points before 6 o'clock the next norning, including Muncie, Anderson, Alex-INDIANAPOLIS & NORTHWESTERN

General Offices, Lebanon, Ind. Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union lock, Room 6. First through car for Lafayette leaves Indianapolis at 4 a. m. and arrives at Lebanon at 5:10 a. m., Frankfort 5:30 a. m. and Lafayette 6:35 a. m. Second through car leaves Indianapolis at 6 a. m., arrives at Lebanon at 7:31 a. m., Frankfort at 8:14 a. m. and Lafayette at 9:17 a. m. and every hour thereafter until 9 p. m. Last car for Lebanon leaves Indianapolis at 11:30 First through car from Lafayette leaves Lafayette at 6:55 a. m., arrives at Frankfort at :32 a. m., Lebanon at 8:15 a. mt and Indianapolis at 9:45 a. m. and every hour thereafter until 9:25 p. m. Last car from Lafayette to Lebanon leaves Lafayette at 11:25 p. m. and arrives at Lebanon at 1:15 a. m. Express Department - Consignments received until 10 o'clock a. m. for delivery the same day

fort, and until 6 p. m. for delivery to all points before 9 o'clock the next morning. INDIANAPOLIS, SHELBYVILLE &

Cars leave Indianapolis for Shelbyville and all termediate stops from the corner of Washing-4, 5, 6, 7, 8, 9 and 11:20 p. m. Washington and Pennsylvania streets,

COMPANY. General Offices, Franklin Building, Greenfield Line. -Time Table Effective November 12, 1902 -

For Richmond, New Castle and intermediate stations, passenger cars leave on the following hours: 6:57 a. m., 8:57 a. m., 10:57 a. m., 12:57 m., 2:57 p. m., 4:57 p. m. and 6:57 p. m. The above cars make direct connection for Eaton, Dayton, Lima, Greenville, Columbus, Newark, Hamilton and Cincinnati, O. For Greenfield, Knightstown and intermediate stations. First car leaves at 5:57 g. m. and each hour thereafter until 7:57 p. m. The 8:57 p. m. runs to Greenfield only; the 9:57 runs to Knightstown. Next and last car leaves at 11:15 p. m. for Knightstown. Combination passenger and express cars leave 7:57 a. m. and Il:57 for Greenfield and Knightstown For Greenfield and Intermediate stations only,

Arrive at 7:35 a. m. and leave at 9 a. m. Also arrive at 2:30 p. m. and leave at 3:30 p. m. INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION COMPANY.

Through passenger cars leave Pennsylvania and Washington streets for Southport, Greenwood, Whiteland: Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and every hour thereafter until 8 p. m. The last car leaves at 11:15 p. m. At 9 and 16 p. m. cars leave for Franklin and intermediate points Combination passenger and express car leaves Georgia and Meridian streets for Greenwood

INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO.

stations at 5:30 a. m. and every hour thereaf car runs to Martinsville and the next and he car leaves at 11.20 p. m., running to Martin Leaving Martinsville for Indianapolis and termediate stations, first car at 1:10 a. m. every hour thereafter, on the forty-minute mari until 6:40 p. m. The 7:40 p. m. car runs only to Mooresville, the \$30 car to indianapolis and the next and last car leaves at 19:40, running to In-Cars leave Mooresville for Indianapolis and

Martinsville at 5:30 a. 103-Express car arrives at Indianapolis at 7:88 a. m. and departs at \$13 a. m.; also arrives at 1:42 p. m. and departs ay 3:10 p. m.

3.25

SPRINGFIELD AND COLUMBUS LINE.

Springfield and Decatur Ex. se 11.10 CHI., IND. & LOUIS RY. Ticket Office, 8 & 10 N. III. St. Chi'go night ex, -... 12.55 *3.45 s. p.d. ... 7.50 *7.50 ..*11.50

*3.55 Louisville and Madison..... pencer and Bedford acc

Logansport and Chicago . .

"The St. Louis Limited"..... Terre Haute, St. Louis and West..... Terre Haute, St. Louis and West.....*12.15 Western Express*3 30 Terre Haute and Effingham Acc.....*4 60 Greencastle and Terre Hante *8.35 St. Louis and all points West*12.25

Commencing Dec. 23, 1963, trains for Noblesville, Tipton, Kokomo and intermediate points

9:30 p. m. run only as far as Tipton.

andria, Elwood, Tipton and Marion.

SOUTHEASTERN TRACTION CO.

on and Meridian streets on the following hours: 6, 7, 8, 9, 10, 11 a. m., 17 o'clock noon and 1, 2, All advertisements inserted in these columns are charged at the very low rate of 5 cents a Cars leave Shelbyville for Indianapolis and all Blank or dash lines at the same price per itermediate stations as follows: 4:57, 5:57, 6:57, 57, 8:57, 9:57, 10:57, 11:57 a. m. and 12:57, 1:57, 57, 3:57, 5:05, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyville, can be purchased at Huder's drug store, corner INDIANAPOLIS & EASTERN RAILWAY

Streets.

only at 9:30 a. m. and 2:30 p. m.

INDIANA UNION TRACTION COMPANY.

will leave Indianapolis as follows: Limited trains will leave Indianapolis at 4:45 a. m. and every two hours thereafter until 8:45

ndianapolis and Muncie; until 8 p. m. for de-

TRACTION COMPANY.

to all points between Indianapolis and Frank-

All Cars Depart from Meridian and Georgia

Walting room and station, 47 Kentucky avens First car leaves from in front of No. 47 Kentucky avenue for Martinsville and intermedia